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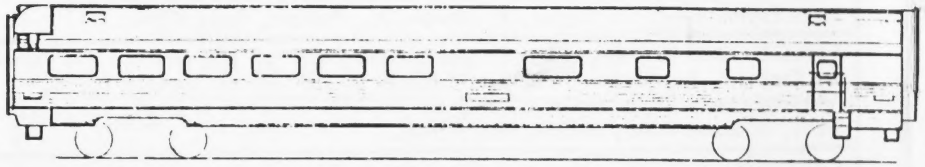

Contains car by car rosters of all rail passenger cars in revenue service on the U. S. and Canadian Railroads and Transit Systems during 1973.

Each car is listed in numerical order under the owning railroad or Transit Authority for easy identification. Prior numbers, ownership, rebuilding, builder and date built is shown.

Includes all Intercity and Commuter passenger cars owned by: Alaska Railroad, Amtrak, Autoliner, Autotrain, Boston & Maine, British Columbia, Burlington Northern, Canadian National (Including GO Transit), Canadian Pacific, Central of New Jersey, Chessie System, The Milwaukee Road, Chicago & North Western, Rock Island, Chicago South Shore & South Bend, Denver & Rio Grande Western, Erie Lackawanna, Georgia, Illinois Central Gulf, Long Island, Norfolk & Western, Ontario Northland, Penn Central, Pennsylvania Reading Seashore Lines, Pittsburgh & Lake Erie, Reading, Southern, Southern Pacific, and Union Pacific. All Penn Central and Amtrak cars are cross indexed to prior numbers since they haven't been fully renumbered. Indicates cars owned by NJDOT, MTA, and SEPTA.

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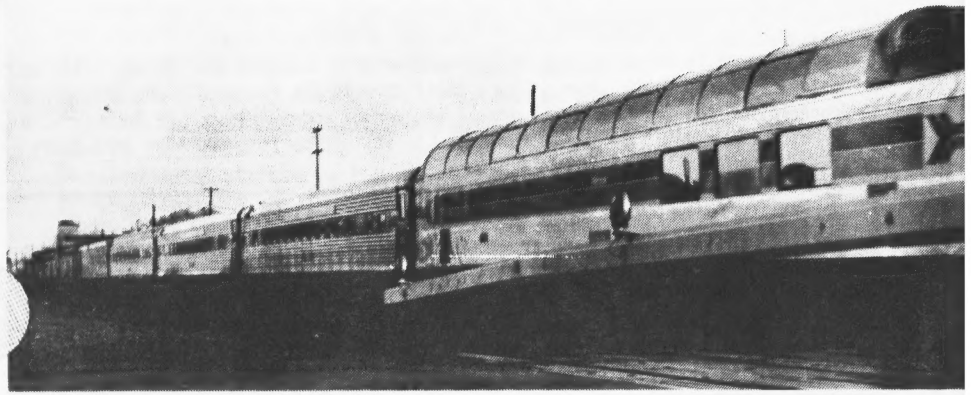
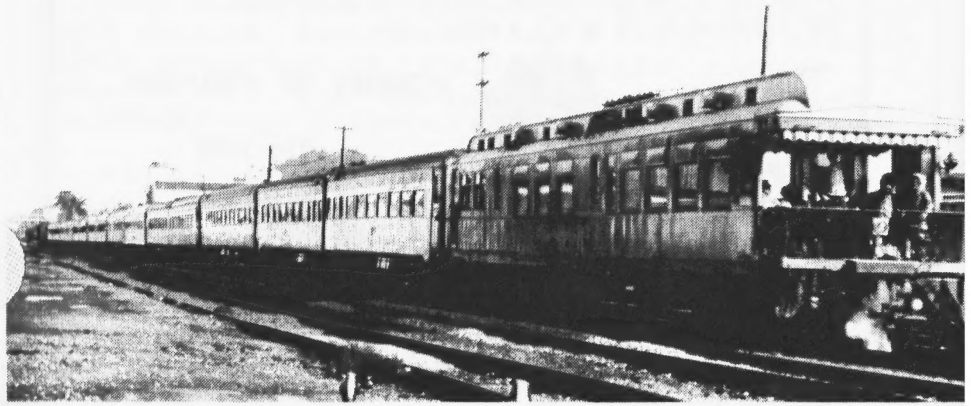


TRAIN 6, SECTION 1



TRAIN 6, SECTION 2

THE COVER STORY

It is Saturday, February 16, the start of a cloudy, rather quiet Washington's Birthday 3-day weekend, the most gasoline-less weekend yet. You are standing at the corner of Hearst Avenue and the SP right-of-way in Berkeley, California. The southbound COAST STARLIGHT, running late, has just passed and is now waiting outside the Oakland station for the SAN FRANCISCO ZEPHYR to load and clear the single available track. It is now 9:36am, and all at once the SFZ comes roaring by (top photo), 13 cars loaded with rail travelers heading towards Chicago. There is a delay while the STARLIGHT unloads, refuels and loads again. Then, at 10:21 (lower photo) a second section of the ZEPHYR comes booming by, even faster, trying to gain lost time in its rush toward the mountains. This time there are 17 loaded cars, and on the rear the privately-owned heavyweight observation car "La Condesa." Section 2 is carrying train-loving, energy crisis-inspired riders to Truckee and Reno; it will lay over in Sparks, Nevada and return on Monday the 18th. Photos by Ted Nelson.

ANNOUNCING A NEW RTN STAFF MEMBER

We are pleased to announce that Mr. John Ferry of Chicago is joining our staff as Midwestern Correspondent. John is very familiar with the railroad scene and shares our concern for the future of rail travel in America under Amtrak. We look forward to improved coverage of events in the Rail Capital of America. We wish John every success in the thankless task he is undertaking.

ADVERTISING RATES FOR RAIL TRAVEL NEWSLETTER

Effective March 15, 1974, display ad rates for RTN will be $15.00 for a full page (5x8 inches), $7.50 half page, and $3.75 quarter page (these prices for camera-ready copy). Express Ads will remain 25¢ per line, with a $1 minimum (line is 80 typewriter characters and spaces); however, we reserve the right to reduce type size if necessary for space limitations. Orders may be sent to Message Media, Dept. RTN, P.O. Box 9007, Berkeley CA 94709.

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Peter Roehm, Northeastern Correspondent; Peter Putnam Bretz, Roving Correspondent;
John Ferry, Midwestern Correspondent.
Scheduled mailing date for this issue: February 28, 1974.

EXCLUSIVE LATE NEWS FLASH:

DOT TO RECOMMEND EXPERIMENTAL ROUTE THRU CLEVELAND

RTN has learned from a reliable source that the Dept. of Transportation will soon instruct Amtrak to inaugurate its 1974 "experimental" route from Chicago to the East Coast via Cleveland (Chicago-Toledo-Cleveland-Buffalo-Albany-New York), the old New York Central "Water Level Route" of the TWENTIETH CENTURY LIMITED.

In our last issue we published incomplete tallies of a vote requested of RTN readers concerning preferences for the next experimental route. More votes have arrived, but have not been counted. The original count, 42% in favor of the Cleveland service, is statistically stable, and will without doubt remain the final outcome of the survey. Votes sent after receiving our preliminary results will not be counted in the final tally.

According to the Amtrak Improvement Act of 1973, the Secretary of Transportation must designate each year a new "experimental" route which Amtrak must run for a 2-year trial period to determine public acceptance. If it is deemed successful, each route becomes a part of the permanent Amtrak system.

Amtrak has been preparing to run a second train, apparently now a second section of the BROADWAY LIMITED, on the Penn Central route between Chicago and New York/Washington starting next summer. The rumor now is that Amtrak probably will adhere to that plan in addition to the necessity of adding the route via Cleveland. There was no indication of whether the route would run directly to Boston.

What An Afternoon!

Cocktails at 12:30. A great lunch at 1:30. Then opening remarks by the uproarious Steve Kabala, sales wizard of Amtrak; feature speaker Melvin F. Clemens Jr., Vice-President of railroadings biggest success, Auto-Train; and a fantastic musical slide production of Canadian Pacific's crack streamliner, "The Canadian". All in the "Third Annual Chicago Railfan Luncheon".

Don't pass it up. Send your bargain $6.50 per reservation in the form of a check or money order to the Twentieth Century Railroad Club, Dept. R-3 10700 Seeley Ave., Chicago, IL 60643, by April 18 for a fantastic afternoon on April 20 at Chicago's luxurious La Salle Hotel. Or if you like to take chances, there will be a limited amount of tickets sold at the door.

There Is Nothing Like A Train.

RAILROADS ADOPT NEW STRATEGY TO KILL OFF PASSENGER TRAINS

Railroad management, and in particular that of the Southern Pacific, are taking a new approach to the threat of growing passenger service in the wake of the energy crisis. The method is subtle but could be effective if left unchallenged. It consists of efforts to demonstrate that highway vehicles such as buses use energy more efficiently than passenger trains. Intimidated by public opinion from openly challenging the efficacy of increasingly popular passenger trains, railroad management has begun planting subtle remarks in the media directed to show that passenger trains are inefficient users of fuel. Two studies primarily have been quoted: one is by Eric Hirst, entitled "Energy Intensiveness of Passenger and Freight Transport Modes: 1950-1970," National Science Foundation, Oak Ridge National Laboratory, Oak Ridge, Tennessee, April, 1973 (Document ORNL-NSF-EP-44). The other is "Fuel Usage for Passenger Transport Between Selected City Pairs," Stanford Research Institute, Menlo Park, California 94025. The latter study is said to have been commissioned by Southern Pacific. In 1966 SP commissioned a study from SRI which led to the conclusion that passenger trains should be phased out. It proved to be a major document in justifying the enormous phaseout campaign of the 1960's.

RTN has mentioned the Oak Ridge study before; it is being quoted widely by Greyhound and other bus operators. SP mentioned it in its January Bulletin which goes to employees. The SRI study makes the following conclusion: "Buses are the most efficient utilizers of energy for passenger transport, and automobiles are the least efficient. Trains are less efficient users of fuel than full-size buses in every instance. Wide-body aircraft with high density seating are more efficient than automobiles over extended trips."

RTN discussed the Oak Ridge study with a DOT official. He noted that the units of measurement were passenger-miles. As he put it, "When you start playing with passenger-miles and juggling them around, you can prove almost anything." The Oak Ridge study covered the years of declining passenger train ridership and assumed a train load factor of only 37%. Amtrak's load factor has been about 50% overall since it took over operations, and in the past few energy crisis months it evidently has increased significantly beyond that figure (the load factor on SP commute trains has recently been at least 85%).

Given the great importance at the present of energy efficiency, it seems that an independent, unbiased study comparing modes should be undertaken. Perhaps Amtrak, or a Congressional committee could commission such a study. Studies now in existence report conflicting conclusions, and the public is entitled to know the facts in this important matter which may affect our transportation system for decades to come.

LEWIS WON'T QUIT AS AMTRAK PRESIDENT

Roger Lewis, who has led Amtrak as its president from its beginning, has frequently irritated passenger train-supporting groups such as the National Association of Railroad Passengers and various Senators and Congressmen by the way he has run the rail corporation thus far. Anthony Haswell, Chairman of NARP, has been quoted as saying "(Lewis) neither knows nor cares what is happening on Amtrak trains. Lewis must be held responsible for what is the most inefficiently and incompetently managed enterprise in America." And now that the Amtrak Board of Directors is up for reconstitution, under the Amtrak Improvement Act of 1973, there has been intense speculation that Lewis might take the opportunity to step down from the post. However, a Washington Star-News article of Feb. 14 indicates that "informed sources" say that President Nixon will nominate Lewis for another term as the Amtrak head. NARP, the article reports, is opposing the retention of Lewis, and the writer of the article reports speculation that Lewis is mounting a lobbying campaign to keep his job. Lewis denies the campaign, but apparently has the intention of remaining in his post if renominated.

AMTRAK'S ANNUAL REPORT

The second Annual Report of the National Railroad Passenger Corporation, for the calendar year 1973, was issued February 14. The 98-page volume (plus an equal-sized appendix carrying, mainly, the ICC's new passenger train standards) contains a great deal of interesting information about the rail passenger system, and is certainly meatier than its first report, published last year.

But many reporters apparently stopped after reading paragraph one of chapter one, the financial section. As the Wall Street Journal reported it, Amtrak's "loss widened" in 1973 in spite of increased revenues. As Amtrak explained it, "Amtrak had an increase in revenue of $39.5 million or 24% above the revenue for ... 1972. Despite this outstanding expression of public acceptance of Amtrak service, the corporation nevertheless operated at a deficit of $158.6 million. The ... 1973 revenue increase was 24% over ... 1972 while the cost increase ... was 16%. However, because the cost base which was transferred to Amtrak from the railroads was much higher than the revenue base, the amount of the cost increase totaled $50.6 million while the revenue increase was $39.5 million. This results in $11.1 million higher deficit than that experienced for calendar year 1972." (Note the novel use of the term "transferred" rather than "inherited" in the above.)

Once past this bit of bookkeeping, we get on to the raison d'etre of Amtrak and how its operations are really serving the public that supports it. The inevitable on-time performance tables for the year are presented (these have already appeared in RTN as they were released over the months). A little more novel is a summary of causes of delay of Amtrak trains over the year, broken down by railroad and type of delay. We juggled some of these data and are printing them on page 16. There were in all 158,021 separate delays to Amtrak trains in 1973. The reasons for them are those reported by the railroads to Amtrak, and the corporation can offer no independent check of the veracity of the reasons given. There's also a table of equipment failures and malfunctions for the year, by railroad. There were 7110 passenger car malfunctions, all told, 3224 of these on the Penn Central, which of course has the most train miles operated (12,264,161). But the rate of car failures per mile is quite different from one railroad to another; the rate per 10,000 miles was best on Santa Fe: only .68. The others, in ascending order of severity, were UP .74, Milw

National Railroad Passenger Corporation

Amtrak

1.13, BN 1.20, SP 1.38, ICG 1.66, PC 2.62, B&O/C&O 3.36, SCL 5.04, MP 8.26, L&N 9.16, and RF&P 13.91. Locomotive failures were almost exactly correlated with passenger car failures.

In the matter of safety, riding passenger trains is still a safe way to travel. Since Amtrak took over, there have been 12 fatalities in Amtrak train wrecks, and 11 of these occurred in Amtrak's first 8 months in 1971, all from the June 10, 1971 wreck of the CITY OF NEW ORLEANS at Tonti, Illinois. The year 1972 saw no deaths, and 1973 only one passenger, for a fatality rate that year of .036 per million train miles. Overall, since May 1, 1971 the fatality rate has been .19 per million miles.

Amtrak's new passenger cars, now being planned, have been the object of considerable interest among railfans, who are naturally curious about the design of the cars, and how they compare to earlier cars still on the rails. The annual report offers little information about the design characteristics, only noting that they are to be high-capacity (from other sources the word comes that they are to be definitely of bi-level design), suitable for long-distance travel. Two proposals were received in Amtrak's design competition last year, and Amtrak is incorporating into its specifications the most desirable features of the two, it says. Sometime early this year the order for the first round of these new cars is to be placed. Late last year Amtrak placed an order for 57 non-powered Metroliner-type cars mainly for the Northeast Corridor, but as the report indicates, usable on any route that employs diesel power.

The report says that Amtrak is well underway toward its goal of acquiring its own maintenance facilities in Washington DC and Boston. Preliminary planning was also begun on more facilities in the southeast and central portions of the nation.

The first of Amtrak's new relocated stations, in Cincinnati, opened in 1972. Just after the first of this year, the Jacksonville station opened, and last year final plans were drawn up for a new facility in Richmond, VA. Amtrak says that planning is underway for new or improved terminals in a number of cities, and preparatory work is underway on a major new station to replace the Washington Beltway station--the New Carrollton facility, for which Amtrak has budgeted a half million dollars this fiscal year and $6.6 million the next. This facility is to have direct connections with the Washington rail rapid transit system now under construction.

New Amtrak publicity photo shows one if its big success stories, the COAST STARLIGHT, in the snow-covered Cascade Mountains of Oregon.

A further look at Amtrak's budget for its capital acquisition program over the present (1974) and next fiscal years is instructive. Besides the New Carrollton station funds, Amtrak has budgeted $1.6 million this year on its Autotrak facilities near Kissimmee, Florida, with target date for start of operation late this spring. This facility will handle the autos to be carried aboard the FLORIDIAN a la Auto-Train. This fiscal year $11.5 million is budgeted for other stations and sales offices, along with $13.4 million next year. For equipment maintenance facilities, $7.5 million is to be spent this year and $32 million the next. Each of the two years, $50 million is down for improving rights-of-way.

The remainder of Amtrak's $360.9 million capital acquisitions budget for fiscal 1974 and its $135.6 million for fiscal 1975 is presently divided between funds for passenger cars and for locomotives. Corridor equipment accounts for a big slug of money: $35.2 million for 10 French Turboliners, $23.8 million for 57 Metro-type cars, and $3.9 million for 12 used Metro cars. The new bi-level cars mentioned above will cost $90 million, and $4.6 million is set aside for buying used passenger cars. For renovation of used cars, there's $50.7 million, and $900,000 for rebuilding RDC cars. Interestingly, the fiscal 1975 budget shows only $19.6 million for passenger cars, all of it for the renovating program. Clearly this category will have to be augmented with more bread to fork over for the new equipment that is so badly needed on the energy-crisis stricken rails of America. But evidently whatever plans may be brewing for such purchases have not yet reached the stage where they can be set down in a definite budget. Perhaps this is a place where Congress needs to come to

(continued on page 15)

canadian news letter

A SPECIAL TRIP on CP Rail, limited to 170 passengers, will take place March 23. Using RDC cars in the "older CP colour scheme," the train will run from Montreal to Newport, St. Johnsbury and Wells River, Vermont, in a 343-mile excursion that revives the ALOUETTE for one day. The tuscan red and gold RDC's will make 6 run-pasts for photographers, stop for a mid-afternoon meal at St. Johnsbury, Vermont, and are scheduled to allow excursionists a visit to an operating maple syrup facility. Tickets are $16.90 from St. Lawrence Valley Railway Society, Box 122, Station N, Montreal, Quebec.

SECTIONS WERE ADDED to Canadian National's regular Rapidos on the Montreal-Quebec run the weekends of Feb. 9-10 and 16-17, for the Quebec Winter Carnival. On the 10th, train 25 leaving Quebec City at 5:15pm was seen running in three sections with an average of 16 cars each.

CANADIAN NATIONAL'S TURBOS are still working well on the Montreal-Toronto run. Cold weather had been one of their big problems earlier, but they took it in stride this time, even with the twenty-below-zero freeze of mid-February.

GRADE CROSSING ACCIDENTS have reportedly totaled 3 or 4 in the past two months involving CP Rail RDC's on the fast Montreal-Quebec line. There have been passenger injuries, and one rail employee was killed. Many people are asking for the return of conventional trains on this route.

AMTRAK'S PACIFIC INTERNATIONAL between Vancouver and Seattle has been doing a good business northbound (and was filled with Bob Dylan fans following his Seattle concert Feb. 9), but the 5:30am southbound departure from Vancouver (B.C. time) is wiping out business fast in that direction. And the northbound P.I. of Feb. 16 turned into an Amtrak mini-disaster. Normally it's not held over 15min for a late COAST STARLIGHT connection in Seattle, but that day it didn't get out until 7:15pm, since it was held for a northbound ski party. Since there's no baggage car, delays were encountered loading the skis into the vestibules. It arrived in Vancouver over 1½ hours late, taking about 30min to turn on the wye (with passengers aboard) before backing into the CN station. The crew was in a bad mood. At Everett, the conductor refused to sell a ticket to a girl who had arrived too late at the depot to purchase one from the agent. A brakeman was heard chewing out an Amtrak rep, saying: "You're not going back with us if you don't sober up!"

TORONTO TRANSIT COMMISSION is carrying out its plan to discourage automobile traffic in the city. Higher parking rates are one of the means of doing so. But one TTC commission opposes the parking changes at this time, asking to delay them until next October to allow time for the TTC to collect more buses and subway cars to handle the expected increase in traffic. In the fall, 88 new subway cars are to be delivered, plus 140 buses later in the year. And Sam Cass, Metro Traffic Commissioner, is opposed to the discouragement of private cars, warning, "You're digging yourselves a big, fat grave and you're going to fall into it in a few years."

CANADIAN TRANSPORT COMMISSION has apparently rejected, early this month, an application by Canadian National to discontinue some of its rail service on the route between Toronto, North Bay and Kapuskasing (part of this route is served by the Ontario Northland--see RTN, 2nd January issue). At the same time, the CTC ordered CN to set up new commuter service between Toronto and Barrie, as reported last issue.

AMTRAK ALTERS ITS ON-TIME PERFORMANCE CRITERIA

Beginning with its on-time performance date of January, 1974, to be released shortly, Amtrak is changing from the 5-minute standard to the ICC method of tallying performance, which allows 5 minutes of lateness per 100 miles of train travel (to a maximum of 30 minutes) before a train is considered late. Amtrak's January figures are being held up as the corporation ponders how to issue them in a manner that will make them comparable with previous figures. Obviously, performance will look better under the newly-adopted system.

For January, Amtrak will report that 61.7% of its trains, overall, were on time, up from 51% in December, under the old system. Milwaukee Road put in the best performance in January, with 89.3% on time, while Illinois Central Gulf had the worst, 33.2%. Metroliners were 64% on time, with average lateness of 27 minutes when they were late. Turbos put in a 40.5% record, with average lateness 41 minutes. Long distance trains overall were 41.2% on time, with average lateness of 187 minutes, while short distance runs averaged 70% on time, with average lateness 38 minutes. Most timely route was Los Angeles-San Diego, 93%, while Chicago-Minneapolis hit 86.1% and Chicago-Milwaukee 87.4%. On the low end, New York-Kansas City was 6.5%, with average lateness 276 minutes; Chicago-New Orleans was also 6.5%, and others were as follows: Chicago-Washington 24.2%, Cincinnati-Washington 30.7%, Chicago-Florida 57.3%, New York-Florida 51.3%, Chicago-New York 30.7%, Chicago-Newport News 35.2%, Seattle-Los Angeles 46%. Biggest cause of delays was slow orders (25.1%), then passenger-related delays (15.8%), servicing (13.1%), malfunctions (9.6%), miscellaneous (8.9%), signal failures (8.2%), freight train interference (7.5%), and other passenger train interference (7.3%).

JANUARY TRAIN RIDERSHIP SHOWS SURPRISING JUMP

January, normally an off-travel month, showed great increases in Northeast Corridor Amtrak ridership, even higher than the heavy travel month of December, with riders responding to the fuel shortage. The New York-Washington runs were up 4.1% over December, and conventional train ridership was 16.1% higher than January 1973, while Metroliner ridership was 13.8% greater than a year earlier. New York-Boston traffic showed a 46.5% jump over January 1973, and 3% higher than December, for a total ridership of 145,486.

PASSENGERS KILLED ON AN AMTRAK BUS

Because the COAST STARLIGHT was running late, passengers were bused to points south of Los Angeles the evening of Feb. 27. But the Amtrak bus upon reaching Del Mar, CA stalled on railroad tracks and was hit by a Santa Fe freight train, killing the bus driver and two passengers and critically injuring a third, and hurting 23 others. The crash occurred in the early morning hours of Feb. 28. The bus was carrying about 30 passengers and was about to unload at the Del Mar station and continue on to San Diego.

AUTO-TRAIN AND AMTRAK REACH AGREEMENT

Autotrak and Auto-Train will become two common words in the Midwest soon. The Auto-Train Corporation and Amtrak have decided to drop opposition to each other's planned Midwest-Florida auto-carrying service. The energy crisis is expected to generate enough business for both routes. Auto-Train plans to run between Louisville and Montgomery on L&N, and from Montgomery to Sanford, FL on SCL, while Amtrak will use Penn Central from Indianapolis to Louisville and then share SCL tracks with Auto-Train from there to Poinciana, FL. No definite startup dates have been announced.

Urban-Suburban Transit

BART FORTUNES ARE AT A LOW EBB

The Bay Area Rapid Transit District has had little other than disappointing news to report recently. Just this week BART announced that it will run out of funds next October unless another source of money is forthcoming. It recommended continuation of the ½¢ sales tax in effect in BART counties to help support the system. At the same time it announced that the trans-bay tube, vital to opening of the complete system and generation of maximum revenue, would not be in operation in the foreseeable future; previously it was estimated that the tube would be opened next September. In addition, BART is considering suing the Rohr Corporation over continuing inadequacies in the cars it is delivering. Only a small proportion of BART's cars are reported to be serviceable at any given time.

RIDERSHIP INCREASING ON SP COMMUTE LINE

The fuel shortage is pushing more riders out onto the rails of SP's San Francisco peninsula commute line. The railroad has admitted that while it earlier had an 85% load factor on its trains, they are now running virtually full. SP has no plans to add more cars or more runs to the line.

GENERAL MOTORS HELPED KILL RAIL TRANSIT, NEW STUDY SAYS

A Senate subcommittee to investigate the influence of automobile companies over public transportation has been holding hearings this week. Appearing before the committee was Bradford C. Snell, author of a 102-page study, financed by the Stern Fund of New York, of the role played by General Motors between 1932 and 1956 in killing off over 100 electric surface-rail transit systems. Mayor Alioto of San Francisco testified concerning the GM takeover of the Key System's electric trains that ran between S.F. and the East Bay, and the substitution of buses. Snell outlined the takeover of Pacific Electric in Los Angeles, a fact that turned the city into an "ecological wasteland." National City Lines, a holding company formed in 1936 by GM, oil and tire companies, to convert existing transit lines to bus operation. An affiliate of NCL was formed to buy up and scrap electric rail lines. Some 45 cities had their rail systems destroyed in this manner, the study says. The hearings are of great importance at this time of momentous alterations in our transportation patterns, with increasing emphasis being placed upon light rail transit vehicles (streetcars), the very vehicles that were phased out under the influence of the highway-oil interests.

TRANSIT BRIEFS: Many hundreds of people are alive today in the U.S. because of the energy crisis, who would have been the victims of highway slaughter. The national 55mph speed limit and decreased driving due to the fuel shortage brought about 853 fewer highway deaths in January, the National Highway Traffic Safety Administration reported. That's a 23% reduction over January, 1973. In the closing weeks of 1973, another estimated 1000 were saved from the grip of the highway monster... A light rail transit system connecting Portland, OR with the surrounding communities of Tigard, Lake Oswego, Lake Grove and Oregon City has been endorsed by the Tigard redevelopment committee. It would use, in part existing SP tracks, and the total cost of the entire Portland system is estimated as less than the expense of building 6 miles of freeway... Rohr Industries' subsidiary, Flxible Co., has received two contracts for buses--from Philadelphia and from AC Transit in the Oakland, CA area. It is the first time that AC has ordered buses from a supplier other than General Motors... There's little chance daylight saving time will be rescinded. The National Safety Council reports that the number of school-pupil deaths in early morning traffic has not been affected by the time change. Twenty children died in Jan. 1974, 19 in Jan. 1973...

Black Hawk

A REPORT ON THE INAUGURAL RUNS OF AMTRAK'S NEW "POCKET STREAMLINER"
by Scott Rogers

"Happy Days Are Here Again!" blasted the Jefferson High School Band as Amtrak's new Chicago-Dubuque BLACK HAWK pulled into Rockford, Illinois on its inaugural preview run February 13. About 250 people turned out to view and tour the 3-car RDC "Pocket Streamliner" during the 45-minute station stop. It seemed almost as if the clock had been turned back to a time when the railroads proudly showed off their new streamliners before they began regular service.

State Representative Harlan Rigney, who invited me along, had picked me up at 5am, and we made the 30-mile drive to Rockford thru thick fog in an hour. There we met Rockford Rep. Tim Simms on the 6am Greyhound for Chicago. Windy City arrival was at 8:50, 20 minutes late after negotiating heavy fog and facing lack of heat for much of the trip. A quick, brisk walk and we were at Union Station.

The BLACK HAWK, made up of Amtrak RDC's 32, 31 and 10, greeted us on track 14. The cars have been completely refurbished by the Reading Co. (see photo, RTN, Second September Issue, 1973), and sport airline-style seats with fold-down trays. RDC's 31 and 32 are coach-baggage cars of Western Pacific ZEPHYRETTE ancestry, while No. 10 is an ex-New Haven coach. Total capacity of the 3-car train is 237, with the baggage section of car 31 serving as the "snack bar." Main reason for using RDC's on this route is the lack of train-turning facilities in Dubuque.

It's 10:02am and the BLACK HAWK is on her way. Aboard are state and local officials, Amtrak and Illinois DOT people, and members of the press. Amtrak has assigned no less than three Passenger Service Reps for this special kickoff run, who proceeded to dispense free champagne, sandwiches, etc. Also aboard are two snack bar attendants. With a congenial mood prevailing, the train speeds on its way towards Rockford.

The BLACK HAWK is one of five trains now being subsidized by the State of Illinois, the most progressive state to date in providing better public transportation for its citizens. Efforts to restore train service to Northwestern Illinois really began back in 1971 when petitions containing 4,000 signatures were presented to the state. In early 1972 the Illinois DOT announced that a Chicago-Dubuque route would not be feasible. The issue seemed dead, yet a few people still believed that rail service was needed and that sooner or later this need would bring about passenger train service. In early 1973, North American Passenger Train Preservation Society launched a letter-writing campaign to focus attention on the need for rail passenger service. That spring, State Rep. Merle Anderson introduced a bill to appropriate $239,000 for a train between Dubuque and Chicago via Freeport and Rockford. With the help of State Rep. Harlan Rigney and other area legislators, the measure was pushed thru the General Assembly and was made part of the overall transportation program. It passed in June and was signed in July.

Track on Illinois Central Gulf's Iowa Division is generally good, much of it with a top speed of 79mph. The first 13 miles out of Chicago stick out like a sore thumb, being terminals trackage good for only 25. This results in 55 minutes of running time between Chicago and the first stop, Elmhurst, 18 miles. Amtrak and the Illinois DOT are now studying the costs of upgrading the track to allow for a faster running time.

Rockford--on time at 12:05pm. A band, 250 people, speeches, more officials boarding. Amtrak scheduled this special kickoff run to allow people along the line to tour the new train and to get the equipment to Dubuque so the first revenue run could be from there. The train departs on time at 12:45. Twenty-eight

miles and 30 minutes to my home town, Freeport. As we pull into town, we see the 200 people lined up along the boarded-up old IC station, built in 1899. Amtrak is putting up a 3-sided, 12-foot long "station" here. Now at 1:50 we depart, on time.

The BLACK HAWK traverses some of the most beautiful scenery in Illinois around Galena, the next stop. Galena is the home of General and President U.S. Grant and has been labeled "The Town that Time Forgot" because of its many historic buildings. The old IC station is the same one Grant departed from to assume the Presidency. The City of Galena has purchased the station and with the help of local volunteers has cleaned and painted the interior. The depot will be leased to Amtrak for a token sum per year. One hundred people and a band greet the inaugural as we arrive in this small city for a 25-minute stop. Then we're on our way again, winding down the Galena River, then up the mighty Mississippi to East Dubuque. A short stop, then thru a tunnel, across the BN, and over the river and we're in Iowa 8 minutes early.

Amtrak's BLACK HAWK requires 4½ hours for the 182 miles between Dubuque and Chicago, making stops at East Dubuque, Galena, Freeport, Rockford and Elmhurst. Tickets are available only at Dubuque, Rockford and Chicago. The schedule is one of the reasons for the late start-up date for this train. Amtrak requested a four-hour running time but the ICG insists on 4½, altho the test run Nov. 7 made it in four hours including various delays and stops. Other factors causing the BLACK HAWK's service date to be so long after passage of funds for the train were finding of equipment, alleged labor problems and lack of adequate station facilities. Most of the blame is generally attributed to railroad obstructionism, however.

Valentine's Day, 1974, and the day begins at 6am when the Mayor of Dubuque smashes a champagne bottle filled with Mississippi River water christening the first revenue run of the new BLACK HAWK. When the train finally gets underway at 6:03, there are close to 70 passengers aboard, but only about 25 paying. The rest were returning from the previous day's run, on which "Amtrak Special Guest" tickets were handed out. Zero was the passenger count at East Dubuque, and by the time the train reached Galena the snack bar was out of coffee and doughnuts.

Today RDC 10, with its shrill steam-engine type whistle, is in the lead as the train arrives in Galena at 6:40, 13 minutes late. Two passengers are received and we maintain schedule to Freeport, where six riders are picked up off the street crossing. Amtrak is using street crossings for platforms at Freeport (east only) and at Elmhurst until platforms can be built. Departure from Rockford is 15 minutes off the advertised after running with the trailing unit (No. 32) dead and heatless since Dubuque. There are 13 more passengers aboard now as we head for Elmhurst. Our train, #370, makes the street crossing stop at busy York Road, and sits for 20 minutes. The controls have gone out in our lead unit so now only the center No. 31 is running. This made for a rather interesting situation, as the train finally got underway with one man in front blowing the whistle and watching the crossings while the train was being controlled from the rear unit and powered by the center unit. We finally limped into Union Station at 11:00, 35 minutes late.

The BLACK HAWK is scheduled to allow on-line residents to spend a day in Chicago. Monday-Saturday Dubuque departure is at 5:55am with a 10:25 arrival in Chicago (train 370). On Sundays and holidays #372 leaves Dubuque at 7:30 and arrives Chicago at noon. The daily return trip, #371, leaves Chicago at 6:20pm and finishes its 182-mile run in Dubuque at 10:50. The Illinois DOT indicates that funds for an additional Rockford-Chicago train will be requested if this train works out well. The DOT is also studying the costs of upgrading the ICG's 25mph track between Chicago and Broadview (13 miles). Other developments to watch for are a stop at Warren (between Freeport and Galena), a faster running time, and a possible extension of service across Iowa. A bill has been introduced in the Iowa legislature to subsidize extension of this train across the state to Sioux City.

After a day of train watching and riding, I arrived at Union Station about 6:00. There was as yet no train on track 4. An hour passed, and still no BLACK HAWK. Rumors and speculation had prevailed during the day as to whether the RDC's had been repaired and what the equipment would be. ("Maybe they'll send the WEEKENDER equipment to St. Louis and the TURBOLINER to Dubuque.") Finally about 7:15 our three faithful RDC's showed up and about 45 people got on board. Departure was at 7:27. The mood aboard was festive, the train being filled with several railfans whom I had spent the day with and some fellows from the Dubuque Chamber of Commerce who were passing out free beer brewed in their river city. This group had commandeered the front of the lead car and, by turning seats so they faced the aisle, and turning the trash container upside down, set up a card game. Rockford departure was 9:42 and I was home at Freeport at 10:08, 28 miles in 26 minutes. Happy days are here again!

Photos to accompany the above article were not ready in time for inclusion in this issue. We will try to print them in the next issue of RTN, scheduled for mailing about March 15.

BLACK HAWK TIMETABLE

371 daily		370 Mo-Sa	372 Su & hol
6:20p	lv Chicago, IL ar	10:25a	12:00n
7:15p	Elmhurst	9:20a	10:55a
8:25p	Rockford	8:10a	9:45a
8:55p	Freeport	7:40a	9:15a
10:07p	Galena	6:27a	8:02a
10:36p	East Dubuque, IL	6:02a	7:37a
10:50p	ar Dubuque, IA lv	5:55a	7:30a

ELECTRIC VEHICLES IN THE ENERGY CRISIS

An International Symposium on electric vehicles was held in Washington Feb. 20, at which Under Secretary of Transportation John W. Barnum and others discussed the switch from a petroleum-based transportation system to one based upon other power sources. Quoth Mr. Barnum, "We are seeing transportation in a state of transition. The energy shortage, for all its frustrations and inconveniences, has precipitated a new appreciation for the public carrier and for the virtues of economy and efficiency in transportation. ...Adoption now of a fuel conservation ethic, before we had reached a point of addictive dependency on foreign oil, may in the long run prove to be one of the best things to happen to our country and to our transportation policies. Certainly it has given a new urgency to the development of alternatives to petroleum-based transportation power systems." Barnum outlined three major DOT projects involving electric power: development of a high-performance battery; formation of a Task Force on Rail Electrification; and construction of a prototype Advanced Concept Train (ACT-1).

The Task Force concluded that electrification is the "only available alternative to diesel-electric operations on high-density, long-haul railroad lines," and that development of electrification can be best done by a joint government-industry program. The ACT-1, being built by the Garrett Corporation, includes a flywheel propulsion system designed to store and "re-use" electric power. It is hoped that such vehicles could be used, for example, in the New York subway system, where an estimated $10 million-plus could be saved yearly in operating costs.

Barnum said studies would begin soon on electrification on the rest of the Northeast Corridor--New Haven to Boston.

mixed train of thoughts

THE CREW OF Amtrak's MONTREALER one day early this month spotted a burning barn as they tooled thru South Royalton, VT. The engineer stopped, at 6:30am, awoke the sleeping farmer and helped douse the fire. After 20 minutes the train continued on its way..... TEXAS TRAIN SUPPORTERS are proposing a new Amtrak route to run between Seattle and Houston via Dallas, Wichita Falls, Amarillo and Denver. A Texas Congressman has formally asked the DOT to consider the route..... THE LAST WEEKEND of February was the worst for gasoline shortages in our area and elsewhere in the nation. In fact as the month wore on, fewer and fewer stations were open, having sold their small allotment for February. Most populous counties of California are going on an Oregon-type even-odd license plate gas purchasing system on March 1, but our opinion is that only rationing will resolve the problem fairly. Now millions of gallons of gas are being wasted by drivers searching for open stations and waiting an hour or two in line. (The Emergency Energy Bill has just been passed by Congress, but President Nixon is expected to veto it because it lowers petroleum prices, which will lead to rationing. Incidentally, Sen. Tunney's high-speed ground transportation study is no longer included in that energy bill)

* * *

WILL A REAL dome car run some day on the COAST STARLIGHT, on one of Amtrak's most scenic routes? In mid-February a full-height dome, Amtrak 9475 (ex-Burlington 1335, built in 1955 for the EMPIRE BUILDER), a dome coach, deadheaded from Seattle to Oakland on the rear of the STARLIGHT, where it was removed and placed next day on the rear of the SFZ to dead head to Sacramento, presumably to undergo roll and sway tests to check its suitability for running on SP's precious line. Budd domes are 15' 10" high, while freight cars 17 feet tall are permitted thru the most critical tunnels in Oregon's mountains. Imagine! It got thru the Cascades without getting stuck!..... WHILE THE DOT is preparing to tell Amtrak it must operate a new train from Chicago to the East Coast via Cleveland, Amtrak is saying: "We are under pressure to operate a new train via Cleveland and Toledo, but at this point it looks pretty far down the tracks." And coming at you at 100mph.....

* * *

THE SOUTHERN PACIFIC has told Amtrak, the corporation said Feb. 13, that the new INTER-AMERICAN run between St. Louis and Laredo will require 28 hours, not the 24 desired, because of SP's 60mph speed limits..... RENO FUN TRAIN ran "backward" on the Washington Birthday weekend, starting from Reno Saturday and going to the S.F. area, then back to Reno Monday, taking Renoites to San Francisco on a trip sponsored by the Reno Chamber of Commerce..... SOME IMPORTANT FACTS left out of our article on Amtrak's annual report: in Amtrak's financial projections for fiscal 75, which starts next July, several routes are expected to be running at a profit: the Northeast Corridor raking in $12.1 million (it now makes $6.1 million), Chicago to Quincy taking in $0.1 million, Boston to Florida making a cool $1.1 million, the BROADWAY LIMITED earning $0.3 million, the SUPER CHIEF realizing $0.4 million, the SUNSET LIMITED drawing $1.3 million, and a miscellaneous category of other trains accounting for $0.1 million profit. Biggest deficit is expected to be the NATIONAL LIMITED, at $4.6 million, somewhat less than last year..... IMPORTANT TRANSIT ARTICLE appears in Business Week magazine for Feb. 16..... A BIG EXPOSÉ of the California Public Utilities Commission ("The Most Secret Agency") ran in the Oakland Tribune Feb. 17..... ALBERT V. CASEY, head of the outfit that publishes the L.A. Times and former Southern Pacific man, is being named as head of American Airlines..... A TEXAS PROFESSOR, James Miller III, has done a study in which he found that Amtrak is a "failure" and that Americans will go back to their cars as soon as the energy crisis is over. And by the way, Pres. Nixon has just declared that the crisis is over. How come then, that there's no gasoline in town?.....

THE SUNSET LIMITED was detoured on Santa Fe tracks in both directions between West Colton, CA and Phoenix, AZ on Feb. 26 when the SP line was blocked. It took the ATSF main line to Cadiz and then the Phoenix cutoff to Phoenix. Train #1 arrived L.A. over 6 hours late..... TWO ISSUES AGO we mentioned Amtrak's purchase of more used passenger cars. The figure is now about 100 purchased, from 200 available, at an average price of around $11,000 each. There is no breakdown yet of which cars were obtained, but the ones being offered were mostly from the Penn Central, and also the Milwaukee Road, UP, CP, CN, KCS, and Atlanta & West Point (an operating unit of Southern Railway)..... THE SAN JOAQUIN will have its first revenue runs in each direction March 6, with a special press run from Oakland to Bakersfield March 5 as the equipment is moved there prior to startup. The INTER-AMERICAN, trains 21 and 22, is Amtrak's name for the upcoming St. Louis-Laredo tri-weekly service, which is to be combined with the existing Fort Worth-Laredo INTER-AMERICAN..... THE BLACK HAWK, the new train reported on in this issue, was involved in an accident Feb. 22. An automobile ran into the side of the RDC's, killing the driver and damaging the train enough to put the equipment out of commission a few days..... CANADIAN NATIONAL TURBO purchased by Amtrak is now undergoing test runs between Chicago and St. Louis prior to being placed on the New York-Boston route, probably in March..... THE REMAINING EIGHT French Turbos which Amtrak has an option to buy will be obtained with some modifications over existing trains. They will be fitted with Amtrak's own airline-type seats rather than the French seats, giving them folddown trays so passengers can easily take food to their places. Food service is to be altered, allowing hot meals to be served at all meals. Amtrak says the current train reliability is 95%..... AMTRAK'S CURRENT PLAN for the SUPER CHIEF next summer is to split the train into SUPER and EL CAP sections, with a total of 28 cars, running on the same schedule as now. In summer of 1972 Amtrak lost $4 million on the CHIEF, so that won't be revived. As an Amtrak spokesman put it, "Everyone wanted to ride the SUPER CHIEF, but no one wanted to ride the CHIEF".....

QUOTES OF THE WEEK***

"During this past year Amtrak became almost universally recognized as a permanent and growing entity providing nationwide travel options by intercity railroad to the people in America. As indicative of this recognition, late in the year Congress passed and the President signed the Amtrak Improvement Act of 1973--a highly constructive piece of legislation that will in the future make possible: Substantial improvements in Amtrak's contractual relations with the railroads, Substantial improvement in the quality of Amtrak service to the traveling public, and Substantial improvement in the viability of Amtrak's weaker routes. This legislation was followed by the Regional Rail Reorganization Act of 1973, containing provisions directing the lease or purchase by Amtrak of the northeast corridor, and its improvement for high-speed passenger service at the earliest practicable date following the Act's enactment. This legislation also has great significance for Amtrak's future."

--Amtrak President Roger Lewis in introduction to Amtrak's 1973 Annual Report, February 14

SLIP OF THE MONTH CLUB***

"And it is from business that (boy) scouting gets much of its leadership. Mr. Barber's volunteer executive committee includes ... Louis W. Menk, chairman of Mack Trucks, Inc." --Wall Street Journal, February 19

(Next day the Journal put BN chairman and Amtrak director Menk in his proper place.)

(continued from page 6)

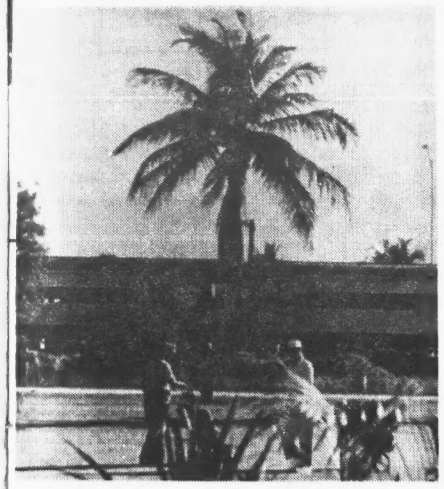
the fore to help Amtrak really enlarge its fleet of cars to make for an adequate passenger train service for the American people.

A total of $80.7 million is in this fiscal year's budget for motive power, including $1.2 million for used locomotives, $8.5 million for eleven new electric engines, $54.3 million for 138 new diesels, and $16.7 million for overhauling 57 used locomotives. In next year's budget at the present time is only $ 14 million for completion of the purchase of the 138 new diesels. Some of the passenger car and locomotive funds mentioned are carryovers from the budget of fiscal 1973.

If one attempts to visualize the Amtrak system after these funds have been spent, it is clear that things are going to be changing at a steady pace. Whether that pace is fast enough given the rapidly-needed changes in our transportation system is doubtful, however. There will undoubtedly be pressures upon Amtrak to expand at a quicker rate than it has so far seen fit to do. These pressures will, of course, come from the American people working through Congress and lobby groups such as the National Association of Railroad Passengers.

At the end of the year, Amtrak's Operations Department had responsibility for a fleet of 1979 passenger cars and 400 locomotives. The report outlines the refurbishing and rebuilding program that Amtrak has been doing on its equipment.

Amtrak's Marketing Department is the next large entity to be covered in the report. One of its biggest concerns has been the reservation system. The report presents a chronology of developments over the year in the implementation of the reservations system, too lengthy for inclusion here. However, future steps, some of them already under taken, are listed: the expansion of the Los Angeles Central Reservations Office, with the elimination of the Seattle, Portland, and San Francisco offices; the changeover of the Chicago Central Reservations Office from the ADR (Automatic Diagram Retrieval) to the ARTS system (Amtrak Reservations and Ticketing System); the creation of a Montreal reservation office; the automation of ticket offices and stations, with installation of automated ticket printers providing nationwide automatic ticket issuance thru the reservation computer; installation of nationwide teletype facilities; and guaranteed coach reservations with specific coach seat ticketing. One can only look forward to the completion of these steps to bring America out of the dark ages and into the modern world of convenient and efficient rail passenger service.



Palm tree, a sunny golf course, and a pair of refurbished Amtrak coaches symbolize the booming Florida service of the NRPC, in this newly-released publicity photo by Amtrak.

Revenues from carrying mail doubled in 1973, to $4.4 million. Amtrak says a large part of this increase was due to establishment of mail service on the Chicago to Los Angeles route. Amtrak is negotiating with the Postal Service to carry mail also on the Chicago-Oakland and Los Angeles-Seattle routes, and if these are accepted, Amtrak's mail revenue will jump to over $6 million in 1974.

CRITICISMS AS % OF ALL LETTERS REC'D (FOR THOSE WITH OVER 50 COMMENTS)		
Train or route:	# comments	%
Long Distance:		
PANAMA LTD/SHAWNEE	142	81.7
RILEY/WASHINGTON	138	78.2
SAN FRANCISCO ZEPHYR	666	75.7
Florida Trains	1134	74.6
BROADWAY LIMITED	456	70.4
EMPIRE BUILDER	476	69.7
FLORIDIAN	359	69.1
SUNSET LIMITED	238	63.0
NORTH COAST HIAWATHA	281	62.3
MONTREALER	269	59.5
SUPER CHIEF	512	56.8
TEXAS CHIEF	163	52.2
COAST STARLIGHT	517	51.3
NATIONAL LIMITED	304	49.0
Short Distance:		
N.E. Corridor Convent'l	738	84.8
Metro & Turbo (Eastern)	223	78.5
Turbo, Midwestern	104	69.2
Empire Service	87	58.6
San Diego-Los Angeles	58	58.6
Chicago-Detroit	83	56.6
By Region:		
Central	197	84.3
Eastern	208	75.9
Western	183	73.2

1973: PERCENTAGE OF FREIGHT TRAIN INTERFERENCE WITH AMTRAK TRAINS, AS % OF ALL DELAYS TO TRAINS	
ATSF	4.4
BN	7.5
PC	7.9
C&O/B&O	8.6
Milw	11.0
ICG	12.0
UP	12.1
SCL	13.7
SP	14.2
RF&P	14.3
L&N	17.9
MP	29.0

We're making the trains worth traveling again.

ACQUISITION OF NEW LOCOMOTIVES, 1973					
Type	No.	Builder	Delivery Sched.	Ordered	Cost
6000 hp Electric	15	GE	2 in June 1974 2 in July 1974 4 in 8/74, 4 in 9/74, 3 in 10/74	3-20-73	$701,398 each; $10,520,985 total
6000 hp Electric	11	GE	6 in Nov. 1974, 5 in Dec. 1974	10-11-73	$697,142 each; $7,668,562 total
3000 hp Diesel-Elec.	40	EMD	9 in Mar. 1974, 31 in Apr. 1974	8-8-73	$450,917 each; $18,035,680 total
3000 hp Diesel-Elec.	70	EMD	32 in May 1974, 28 in Jun. 1974, 10 in July 1974	10-11-73	$461,355 each; $32,294,850 total

Amtrak's Marketing Department has included graphs of ridership on the various routes in the report, covering July 1971 thru December 1973. These are the first such graphs to appear in an Amtrak annual report, and they show impressively the growth of ridership over the months, as well as the seasonal nature of travel. With most trains there are two basic peaks, a long summer one and a shorter winter peak. On some corridor trains ridership is quite steady throughout the year. The graphs represent ridership counts made at a single checkpoint on each route. One clearcut example of a train showing year-by-year growth as well as big seasonal peaks is the Chicago-Florida FLORIDIAN. Each year's line on the graph is clearly elevated from the previous one, and beginning in December 1972 showed tremendous winter and summer increases, with some fairly good spring vacation rises as well. One problem with the graphs is that nowhere is it explained how frequently the passenger count is tabulated to plot the graphs. Presumably the figures given are weekly counts. We hesitate to report this for fear of the charge of local bias, but it is quite clear that of all the graphs, that of the COAST STARLIGHT shows the greatest growth since 1971, hitting a peak of about 4800 passengers (weekly?) in August of 1973. (Some of this is due to a change from tri-weekly to daily running.)

Amtrak's Public Affairs Department has been counting consumer praise and criticism it receives in the mail (it handled 13,920 letters last year), and on the adjoining page we have tabled percentage of criticisms among all comments received, figures we derived from Amtrak's tables. These are tabulated for Aug.-Dec. 1973 only. Other categories commented on by the public include air conditioning and heating aboard trains, the source of the most complaints and hardly any praise. Equipment condition was next, with about as many complaints as heating, but also more praise. On-time performance was a close third in gathering hostile comments. Most praised aspect of Amtrak trains was the personnel, though complaints came close to equalling praise. Food and drinks and on-board services received the next highest amount of praise.

In its recounting of legal proceedings in which it has been engaged, Amtrak gives much information already published in RTN, but one case in particular has news that readers may not have heard: After establishment of the international service to Vancouver, B.C. on BN, the railroad brought suit against Amtrak, claiming that an international operation was not part of its original agreement and that it didn't have to operate the train (the PACIFIC INTERNATIONAL). The report tells us that Amtrak got the matter turned over to the National Arbitration Panel instead of Federal District Court. A hearing was held in Nov. 1973, and in Jan. 1974 the panel ruled in BN's favor. There Amtrak leaves us dangling. Maybe by next issue we can dig up an answer to whether Amtrak can legally run the PACIFIC INTERNATIONAL.

One of the most important messages contained in this second annual report is that 1977 is with us now. The travel demands that Amtrak had projected for the year 1977 are being experienced at this moment, thanks in large part to the energy crisis, as President Roger Lewis notes in his opening statement (see also QUOTES, p. 14). As the year closed, daily calls for reservations jumped to nearly double the peak 1973 summer months (from 32,000 to 60,000). Advance reservations were almost 2½ times the number of the past summer, and income in November was 50% higher than in November of 1972. Revenue passenger miles in 1972 were 3,038,603,492; in 1973 they rose to 3,806,510,624, up 767,907,132 or 25.2%. These figures show a phenomenal growth in ridership of U.S. trains in the past year, and the way things are going under the continuing fuel shortage in this country, train ridership is going to keep climbing at a heretofore undreamed-of rate.

If we had some supernatural method of seeing next year's report now, what surprises would it hold? How much will ridership increase in 1974? What new expenditures for equipment needed to cope with the switch to the rail mode will be forthcoming? What new routes? We shall wait and see.

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TRAVEL AMTRAK - and those living in Southern California CALL upon Let's Travel, be it a trip to San Diego or New York. Ride new San Joaquin Valley Service. Reserve early - quick tickets by mail - collect calls accepted for definite reservations. Let's Travel Tours, P O Box 146, Perris, CA 92370. (714)657-4785.

RIDE AND PHOTOGRAPH the "new" Toronto PCC streetcars in San Francisco. Special car leaves Geneva Carhouse 10 am Saturday April 13th. $6.00 for tickets ordered by April 6th. $6.50 thereafter. Sponsored by Orange Empire Trolley Museum, P O Box 548, Perris, CA 92370.

EUROPEAN RAIL TOUR departs May 18. Tour German steam facilities and ride behind German steam. See the latest in French passenger equipment. Explore the Paris Metro. Ride TEE trains and locals, DSG sleepers and French couchettes. Meet with officials of Dutch, French, German, and Swiss railways. Cap it all off with two weeks of Alpine railroading and an international railway exhibition. Depart from Chicago, New York, Boston, or Montreal. $999 land cost for 23 days (Limited 16-day tour: $735). Hoosierail Tours, PO Box 1025, Bloomington IN 47401.

CANADIAN WESTERN RAIL TOUR departs June 6. Ride the D&RGW Zephyr route, San Francisco cable cars, BART, the Seattle monorail, the Canadian, Rapidos (or Turbos?), the Mt. Royal railway, and much more. Spend over one week in the land of Canadian mountain railroading. Enjoy Montreal, Quebec, and Vancouver. Depart from Indianapolis--28 days: $980. Other eastern boarding points available (17-day abridged version: $680). Hoosierail Tours, PO Box 1025, Bloomington IN 47401.

WANTED: Will purchase high quality Kodak original or duplicate 35mm color slides of Budd RDC's for my collection. Particular wants are Western Pacific, Long Island, Chesapeake and Ohio, Susquehanna, MKT, Chicago & North Western, Great Northern and M&StL cars. Am looking for New York Central M-497 with jet engine on roof, and B&M action views in the area of the Hoosac Tunnel, Mass. Robert L. Eastwood, Jr., P. O. Box 41, Huntingdon Valley, PA 19006.

RTN'S BOOK "FIND" this month is "Cable Car" by Christopher Swan--attractive, detailed story of San Francisco cable cars. Unusual photos, historical shots, foldouts, etc. Softbound 6x9", 126pp, published by Ten Speed Press, Berkeley, for last year's cable car anniversary. High recommended; selling fast. Send $3.95 plus 25¢ mailing to Message Media, Book Dept., Box 9007, Berkeley CA 94709. Californians please add tax.

DISCOVER AMERICA WITH AMTRAK! This year, train your family at vacationtime. It's a valuable experience with Amtrak's money-saving family plan fares. For helpful vacation planning and reservations, write GREAT WESTERN TOURS, 639 Market St., San Francisco 94105, or call us at (415) 398-2994.

WANT TO REALLY DO SOMETHING TO HELP THE PASSENGER TRAIN? We've got just the answers for your problems: Naptras. What's Naptras? We're helping to make the trains worth traveling again, thru advertising, personal appearances, and by helping in financing rail passenger service thru Chambers of Commerce. Write Us: Naptras, Scott Rogers, Public Relations Officer, RR 3, Freeport, IL 61032. Remember, We're helping to make the trains worth traveling again.

RAILROAD UNIFORM BUTTONS 50¢ each postpaid. Southern Pacific, Santa Fe, Chicago Great Western, Chicago and Eastern Illinois, Chicago and North Western, Louisville and Nashville, Pike's Peak, Lehigh Valley, Lehigh and New England and Steam Engine 4-4-0. J. Lajoie, 22 Stevens St., Methuen, Mass. 01844.

A SPECIAL TURBO BUTTON!! Large 3" size, AMTRAK logo, and the wording, "The Turbos are Coming." Buy several to help tell people of the Corridor Turbine Trains. Postpaid sample $1, or 4 for $3, or 7 for $5, from Julie Ann Kreunen, 305 Yosemite Trail, Parkwood Hills, Madison, Wisc. 53705.

A SUPERPOWER PORTRAIT. 11 x 29 drawing of Pere Marquette Berkshire 1225. From ATS detector to crosshead nuts, no detail has been overlooked. On your wall for only $2.00. Proceeds go to rebuild 1225 for excursion service. MSU Railroad Club, MSU Museum, East Lansing, MI 48824.

MAKE PLANS to attend the National Association of Timetable Collectors second railroadiana BOURSE. Spend a day browsing among the many tables of timetables, hardware, calendars, books and everything of railroad interest. It will be held at the George Washington Motor Lodge, U.S.#1 and the Penna. Turnpike, Trevose, Pa., on April 20, from 9AM to 5PM. Tables available for those wishing to sell. For information and a descriptive flyer, send a card to Bob Russell, 2737 Haven Ave., Ocean City, N.J. 08226.

QUALITY B&W NEGATIVES: 35mm, 2¼x2¼, 616 negatives of many major lines, shortlines and industrials. All negs fine-grain processed. Cabs, switchers & pass. units. PC, SOU, NW, SP, BN, FP&E, D&R, GN&A, MRR, P&LE, WM, B&O, C&O, EL, L&S, E&M, KCS, P&S, C&I, etc. List & sample 50¢. T.N. Colbert, 1008 Englewood, Parma, OH 44134.

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